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MONDAY, DECEMBER 27, 1909.

And soon the Christmas bills!

The water wagon is approaching.
But in Calumet the wagon will be a sleigh.

Christmas spirits also were in evidence.

Well, father, how many pairs of slippers did you get?

No, Penelope, it isn't the elgar box with the prettiest picture on the underside of the cover that contains the best gifts.

Medals have been awarded, the Wright brothers in Paris. First thing they know they'll be getting too heavy to go up.

Latest reports are to the effect that the strike of the shirtwaist makers in the east has most of the factories sewed up.

If Peary goes in search of the south pole he should string barbed wire around the antarctic circle to prevent any possible encroachment.

It will be just as well, perhaps, if the south pole shall remain undiscovered until we have time to adjust ourselves to the north pole revealed, and become familiarized with the precise place on the map where the flag was unfurled.

Dr. Cook has disappeared as completely as if the earth had opened and swallowed him. It is no small thing for a man who has had his picture in almost every publication that admits illustrations in the world, and who is at the very center of the whirlpool of world gossip, to make himself scarce so easily and so quickly. He may remain a mystery to the end of his days.

From Grand Rapids comes the story that Nick Whalen is thinking very seriously of retiring as manager of Pat Kelley's gubernatorial boom. Nick is trying to carry a big load and finds the task of running his private business affairs and a gubernatorial campaign at the same time rather exacting. We wonder if the very evident shrinking of Kelley gubernatorial stock in recent weeks has any thing to do with this forecasted decision of Whalen to get out from under.

The launching of the battleship

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Remember the name—Doan's—and take no other.

Utah at Camden, Delaware, is heralded as the floating of a ship that surpasses all other fighting machines, and is "the greatest warship ever built in the United States." The quoted portion of the claim is true, but great Britain has ships afloat that equal the Utah in dimensions, if not in armament, and others on the stocks which will outclass her in both particulars. The fact is, Great Britain has the lead in this respect, and means to keep it; and it would be folly to cultivate a feeling that the happiness of the United States depends upon the owning of the biggest ship with the heaviest guns. Ships like the Utah will do whatever the other nations may have, if they are manned by the right fighting material. There is such a thing as getting sea fighters so big that they offset the advantage that resides in size up to a rational limit, and the weight of guns, by sluggishness in maneuvering.

There is no question that with peace and good order Cuba is bound to prosper. Despite all the criticism heard the island is making good headway in a material sense. The latest reports show that railroads are extending to every part, mines are being opened, the fruit-growing industry is expanding rapidly and sugar and tobacco are bringing big returns. Cuba is a fertile region of vast natural resources of various kinds. Even under the prostrating effect of war there was rarely a time when a large commerce was not being carried on. With tranquility in the interior and free opportunity for capital and labor to work together, there is every reason to believe that in a few years Cuba will possess wealth far exceeding that of many countries greatly surpassing the island in size.

MUZZLED MAIL CLERKS.

Like everything else, "there's a reason" for the arbitrary order of the post-office department that forbids railway mail clerks "directly or indirectly, individually or through associations, to solicit an increase of pay or to influence or attempt to influence in their own interest any other legislation whatever, either before congress or its committees, or in any way save through the heads of the departments in or under which they serve, on pain of dismissal from the government service."

The postoffice department—the dominating influence of the department—has found the "gag order" a serviceable expedient with which to protect the railway interests. While the railways are paid what is considered an extravagant compensation for carrying the mail and for rental of mail cars, they never have been without friends in the department to serve them in time of stress.

The mail cars are, of flimsy construction. It is cheaper to build such cars than it would be to build cars with steel frames. They even are without ordinary sanitary equipment.

When there is a wreck, invariably the mail car is crushed and the mail clerks killed outright or maimed for life, though the heavier cars reserved for "first-class" passengers may escape without injury.

Quite naturally the postal mail clerks desire to have congress take such action as will make it incumbent upon the railways to furnish cars substantially constructed and properly equipped for use by the railway mail service. The postal clerks are forbidden to urge congress to protect them. They even are prohibited from mentioning "wrecks." The policy of the department is to keep them muzzled, that they may be led in silence to the slaughter.

It would be distressing, perhaps, to the department, and to the railway magnates to be reminded that they are sacrificing human life that dividends may not be affected.

What is disturbing to the powers that be is the fear that were the lips of the clerks to be unmuzzled, public clamor would move congress to action and force the railways to abandon the death traps now in use.

THE BALLINGER INVESTIGATION.

The heated controversy over the action of Secretary Ballinger of the Interior Department in connection with the administration of the Public Land Office, which was started last summer by Chief Forester Pinchot at the Irrigation Congress at Spokane, and which President Taft tried in vain to suppress by personally clearing him of the charges brought by Field Agent L. R. Glavis in connection with the Cunningham coal land claims in Alaska and having his accuser dismissed from office, is to culminate in an investigation by a Congressional committee, virtually demanded by Mr. Ballinger himself. The matter began with the revocation of certain orders issued under Secretary Garfield suspending entry claims for large areas of land containing water power sites, chiefly in Montana and Wyoming and the allegation of Mr. Pinchot that private interests were seeking to obtain control of water power sites on public lands and had been favored by the action of the Interior Department and the Land Office under Commissioner Dennett. This led to bringing prominently to light the Cunningham claims and the Secretary's relation thereto.

Whatever the actual merits of the case, it is evident that in the heat of this controversy there has been much exaggeration and distortion, producing a sensational excitement not wholly justified, and that it has taken on a personal character calculated to obscure the real issues, says the Journal of Commerce. It has reached a pass that seems to make a thorough investigation necessary to clear up the facts and settle the public mind. Whether it will result in personal vindication of less consequence than that it should determine certain questions of Government policy in dealing with what remains of the public domain, especially lands containing value apart from that of the soil which settlers are expected to occupy and cultivate.

Under the laws originally intended to promote settlement and the extension and development of farming there has been much "grabbing" of valuable timber lands, out of which fortunes have been made, involving various public men in scandal and practically robbing the Government. The process of gaining possession of large areas has been affected by "dummy entries" upon quarter sections which have been afterwards consolidated in possession of syndicates and corporations. Since the irrigation and conservation of natural resources movements were started it has developed that lands containing coal and other mineral deposits have been obtained in the same way, and that combinations of capitalists were seeking control of these upon which valuable water power sites are situated. All this has started the question of a new policy in treating lands which contain these sources of exceptional value, a policy for retaining control by the Government and perhaps granting leases to private capitalists for the development of the resources of timber or minerals or water power.

This policy was in an initial stage in the latter part of the Roosevelt administration, but had not advanced far or been recognized or established by law. Mr. Ballinger, when Commissioner of the General Land Office, did not appear to be in sympathy with it, while the Secretary of the Interior and the Forestry Bureau in the Agricultural Department were ardently so. When Mr. Ballinger became Secretary of the Interior under the new administration he regarded some of the steps taken as without warrant of law, and undertook to suspend, if not to retract them, until the matter had been more fully considered and authority in the premises could be clearly defined. It is out of this transition of policy that the controversy has arisen and been fanned into excitement by the personal relations of those who were not agreed upon it. It is not clear that the conduct of either side has involved action that is discreditable under the circumstances or inconsistent with official rectitude, and it is desirable that the investigation to be made should not have the direct purpose of convicting or vindicating anybody, but should aim at clearing up the facts and throwing light upon the proper course of the Government in dealing with the controverted land questions.

"THIS IS MY 86TH BIRTHDAY."

The Hon. Sir Mackenzie Bowell, who for many years has occupied a foremost place in Canadian public life, was born in Rickingham, Suffolk, England, December 27, 1823. As a young man he emigrated to Canada and as long ago as 1867 he began his public career as a member of the Dominion Parliament. After having held successively the important positions of minister of customs, minister of defence and minister of trade and commerce, he became premier in 1894, serving for one year. In 1895-96 he was president of the Privy Council and since 1892 he has been a member of the senate. Notwithstanding his advanced age he continues to take a keen and active interest in public affairs.

"THIS DATE IN HISTORY."

1714—George Whitefield, the noted evangelist, born in Gloucester, England. Died Sept. 30, 1770.
1719—John Phillips, founder of Phillips Exeter Academy, born. Died April 21, 1795.
1792—John Cruger, first president of the New York Chamber of Commerce, died. Born July 18, 1716.
1814—The British attacked New Orleans.
1860—U. S. revenue cutter "William Allen" surrendered to the South Carolina authorities.
1862—The Federals, under Gen. Sherman, were repulsed at Chickasaw Bayou, Miss.
1867—First meeting of the Ontario legislature.
1870—State of Georgia leased the Western and Atlantic Railroad to a company for 20 years at a rental of \$25,000 a month.
1898—President Roosevelt invited Canada and Mexico to participate in the movement for the conservation of resources.

GENERAL EDUCATIONAL NEWS.

University of Maine is compiling a new song book.
Half of the students in University of Buenos Ayres are "medics."
Nearly half the children in the United States attend the school with one teacher.
Illinois has 55 township high schools. Nine of them were established during 1909.
A Chinese student, Yun Hsiang Texas, wins the Ten Eyck prize for oratory at Yale. His subject was "America and the Far East."
University of Chicago maintains a department of student deposit accounts. At close of 1908-9 \$39 students had \$66,554.45 deposited there.
Cincinnati gives a full high school course in the evenings, merely taking five years for what is given in four years in the day high schools. They require five evenings a week.
Margaret Croft for 56 years teacher in Waterbury, Conn., schools, 41 of which in the high school, has been made vice-principal emeritus of the high school at \$1000 per year.
After next July no one can be elected to teach in Wisconsin without at least six weeks of professional training in a state normal school or in an approved county normal school.

NOW THE SEEDLESS TOMATO.

Experiments Produce One Tasting Like a Strawberry.
The latest and most interesting of vegetable novelties is a seedless tomato, produced as the result of experiments at the experiment station at New Brunswick, N. J. Not every

Listen to the Band—Sousa's Band

play Sousa's most tuneful two-steps: Washington Post and High School Cadets. Both in the January list of Edison Amberol Records for the

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J. E. FOISY.
Laurium, Calumet.

fruit of the plant is entirely seedless, though many of them are so; but those that contain any seeds have usually only half a dozen. An ordinary tomato, on the other hand, as everybody knows, contains hundreds of seeds.

Prof. Hasted, who has had charge of the work, has produced seedless fruits on several varieties and crosses of tomatoes. In most cases, however, they were dwarfs, many being no larger than peas, though often of excellent flavor. In one instance the fruit tasted like a strawberry.

On the other hand, by crossing the above mentioned practically seedless tomato (to which the name Giant has been given on account of the great size of the plant) with the Crimson Cashon variety, absolutely seedless fruits were produced which were big enough for table use. The work is being continued and promises to result in the establishment of a number of satisfactory seedless varieties.—New York World.

WIRELESS BECOMING A NECESSITY FOR SHIPS.
Shipowners and Insurance Men Are Interested.

Business men engaged in ocean shipping as well as ordinary travelers have shown much interest in the Washington departmental reports relating to the rapid growth of wireless telegraphy. Just half the steamships carrying steerage passengers to and from the United States are equipped with wireless installations, but as the vessels so equipped are the best and largest in the trade the number of passengers partially safeguarded by wireless is very much more than half the total carried across the ocean. In the coastwise passenger trade there are 97 steamers equipped with wireless, as against 70 not so equipped. The system employed, however, is a different one. The coasting trade is chiefly covered by the United Wireless Telegraph Company (the original De Forest system), while the transatlantic shipping is practically provided for by the Marconi system. There are other systems at work, causing greater variation in the United States than elsewhere. The United States army has its Signal Corps system and the navy uses the United Composite, Massie, Fessenden, Stone, Clark, Shoemaker and other systems.

The Telephen system is employed exclusively in Germany and has been adopted in Mexico, Cuba, China and many other countries. Great Britain and Canada have taken the Marconi system for government purposes, while permitting some other systems to operate in the public service. Under the Berlin convention, from which the United States stood aloof, there is some risk, as the Secretary of War's report has pointed out, of an American ship fitted with a system not recognized by the Berlin convention being placed at a disadvantage in not having its messages transmitted home through ship or shore stations equipped with other systems. This happened in the case of a troop ship on its voyage from New York to and from Manila. An inquiry, however, at the offices of the American Marconi company in New York elicited the fact that the Marconi company has for some time past thrown open all its ship and shore stations to the United States government vessels irrespective of the system used.

"The year has seen a rapid extension of wireless telegraphic installations on seagoing vessels," said an official of the company to the representative of the Journal of Commerce. "The number of ships the Marconi Company has fitted now reaches the total of 247. Since July we have equipped thirty steamships and half a dozen private yachts like the Atlanta, the Niagara, the Lynstrata and the Vanadia. Our own business has increased from 30 to 40 per cent, and we have contracts for fitting with our system the revenue cutters of the Signal Corps. We confine our operations to the marine service.

"Since November 7 the British post office has taken up under its purchase agreement the operation of the short distance shore stations, and under the rules of the Berlin Convention these shore stations are bound to receive traffic, no matter what system or code is used. But there are practically only two codes in use, the Marconi or Continental Code, and the De Forest or American Morse. The cable companies use the Continental, and the land lines the American Morse. Temporarily, since the fire put the Glace Bay apparatus out of business, the direct trans-oceanic service has been suspended, but will be resumed at the New Year. Our relations with both the Western Union and the Postal Telegraph companies for the transmission of messages are now of the most cordial character as the mutual benefit from reciprocally accepting and forwarding messages to shore stations is fully recognized, the business of forwarding private messages to travelers at sea being rapidly on the increase; while, of course, the offices of the Western Union and Postal Telegraph really serve every point in the United States.

"The installation of wireless aboard ships at present means that we place an operator on the ship. The shipowner either purchases the installation outright—in which case he pays the salary of the operator—or leases it, the Marconi company paying the operator. The Marconi officer ranks as an officer of the ship. He has to keep constant watch, and on the big ships this strict attention is so necessary that two operators are maintained, the messages being received by the telephone ear receiver, instead of under the old buzzer arrangement. I do not think, however, that this need be an obstacle to the installation of wireless to all large cargo vessels, which might be able to have one officer at least trained to receive and dispatch messages as required."

The question of getting some relief from heavy insurance on the ground of having a wireless installation aboard proved rather attractive to the member of a shipping firm before whom it was put. He believed that this would be the ultimate effect, but saw some difficulty in a mate or regular officer of the crew being detailed off for the wireless service in addition to his other duties.

To the head of a marine insurance company, whose opinion was sought, the idea presented itself as a novel one, the installation of wireless on the ordinary freight vessel, whether a liner or a tramp, not having as yet grown into custom, and so far as he knew, no instance of application for lighter insurance rates on the ground of such installation having yet been adduced. He was not inclined to think the lessening of risk would amount to much. But it was a matter which the underwriters would consider in due time for the adjustment of marine insurance claims.

HE GOT HER SEAT.

Capt. J. E. Chase of Veteran City, Fla., was in Washington to register his forty-seventh alibi patent. Capt. Chase is best known as the inventor of the hoop skirt.

Discussing the hoop skirt's remarkable success, Capt. Chase said to a reporter:

"The success was due to the skirt's strangeness. Women like strange things. By catering to women, by studying their taste, a man can twist them around his finger."

The veteran officer smiled. "Ballantine," he said, "came in late to a song recital in Palm Beach, and there wasn't a vacant seat in the house."

"Ballantine noticed Mrs. Jerome Blank. Mrs. Jerome Blank, he knew, had a very handsome husband that she kept a strict watch over—she didn't like him to associate with any of the fair sex."

"Ballantine, edging near to Mrs. Blank, who had an excellent seat, said in a loud voice to a friend:

"Who was that enormously pretty girl I saw Jerome Blank talking to on the pier?"

"In about four seconds Mrs. Blank

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PERFECTION Oil Heater

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which insures a steady, full-glowing heat, with the wick turned up as high as it will go, without a shred of smoke. Reverse the motion, turn the wick down—there's no odor. The smokeless device automatically locks and prevents the upward movement of the wick beyond the proper exposure. That is the secret. This splendid result gives leadership to the Perfection.

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(Incorporated)

Two Clever Linguists



MARTHE D'AZY AND HER MOTHER, VISCONTRESS D'AZY.

Washington, Dec. 25.—Pretty little Marthe D'AZY, daughter of Lieut. D. D'AZY, attaché of the French embassy, is one of the marvels of Washington. Her accomplishment is the mastery of three languages. She is barely old enough to talk at all, but she has little

trouble in speaking English, German and French with wonderful fluency and purity. Her mother, the Viscontress D'AZY, is also a linguist. She is a master of seven languages. The D'AZY family has just arrived at Washington from Constantinople.

was gone, and Ballantine was seated comfortably in her chair.—Washington Post.

THE WISE OLD OWL.

Men in the customs service have learned that it is not wise to discover fraud.—Former Secretary Shaw. They drew him to the scene of fraud. And wondered what he'd say: He merely stared and hemmed and hawed.

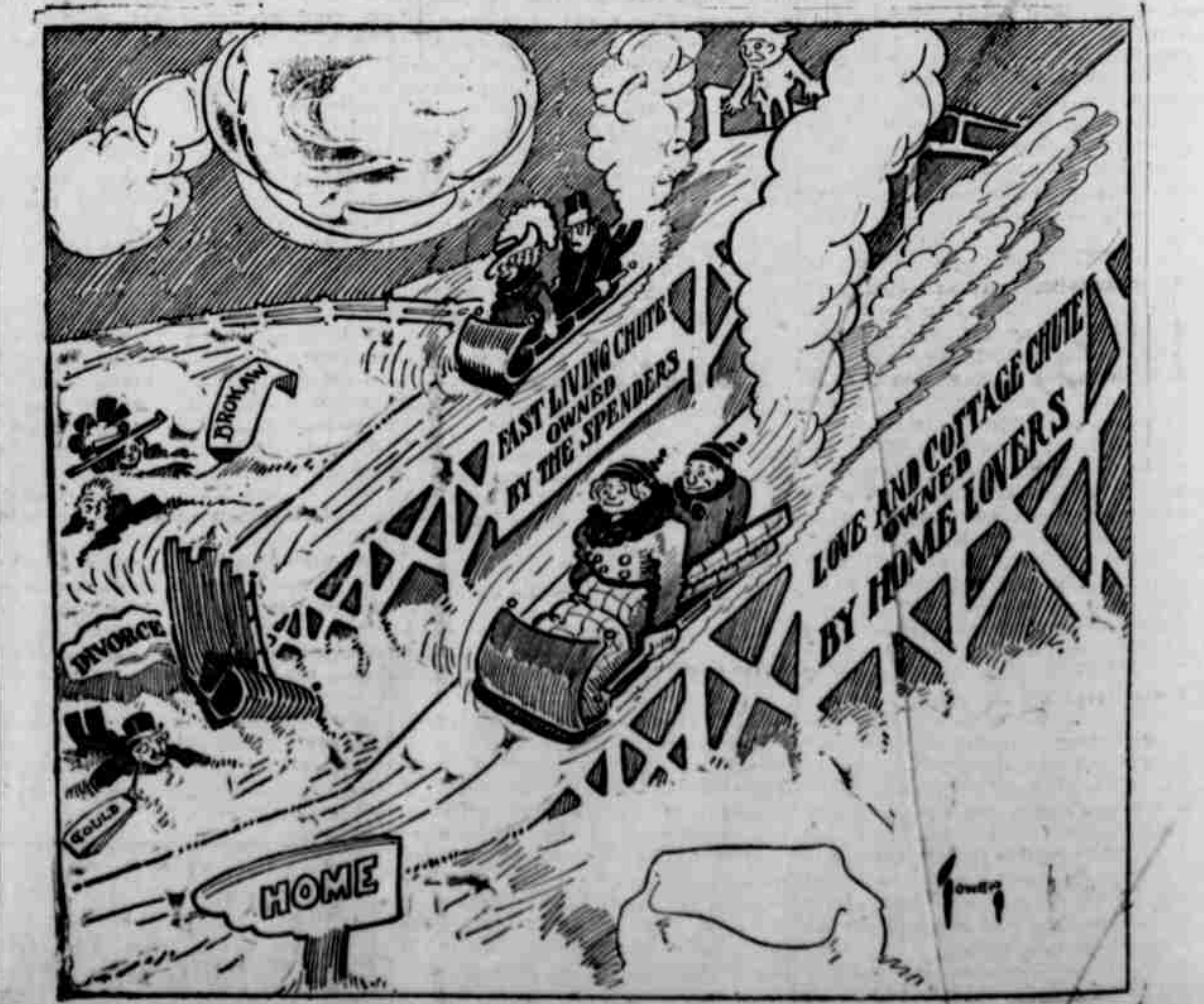
And quickly turned away. They told him this, they told him that. Some bitter things they said: He fumbled with his derby hat. And only shook his head.

So matter how the work was flawed, He gently closed his eyes; He knew that to discover fraud Was very far from wise. —Cleveland Plain Dealer.

A SPRAY OF PHILOSOPHY.

The man who habitually mixes copious tears with his sentiment is like a water-cure apple—looks best on the outside.—Cleveland News.

Poky. Sometimes by giving a man a poke in the eye he can be made to see things in a different light.—Kansas City Times.



Two Matrimonial Chutes